

MY CANAL JOB DONE—SHONTS.

SAYS PART HE PROMISED TO DO HAS BEEN COMPLETED.

Never Meant to Do More Than Organize Work—Had President's Approval Before He Resigned—Was No Friction—Hopes Stevens Will Be Left in Charge.

KANSAS CITY, Jan. 24.—"I have done exactly what I said I would do—organized the Isthmian Canal Commission. There was no friction—not a bit of friction."

That, briefly and energetically, is Theodore P. Shonts's reason for resigning as chairman of the Canal Commission. Mr. Shonts came to Kansas City this morning as the guest of the Knickerbocker and Park Club, before whose members he spoke to-night on the work thus far accomplished on the canal.

"Now, why should men say such things?" Mr. Shonts exclaimed, referring to the talk in New York that he had acted as John F. Wallace, chief engineer, had acted, in resigning for a position that meant more money. "I should have not resigned at all," Mr. Shonts said, "if the President had not consented in advance. The President realized that the opportunity presented was exceptional and that I might do much for New York people in assuming charge of the Interborough railway."

"The Panama Canal work has passed the creative stage—it is organized—it can and will go right along under the direction of Mr. Stevens, the chief engineer. I had remained I should not have been in the Isthmus any more than I am now, and for this reason: I organized the forces so that Mr. Stevens and his colleagues could go ahead and take any action required subject to my approval. I hope Mr. Stevens will be left in charge of the work."

Verilla, the Frenchman from Panama, says the present plan of building the canal "is full," was suggested by "the French idea is the only possible way."

"Oh, Verilla," Mr. Shonts said, laughing, "well, the French idea is a good long time ago, isn't it? Isn't that a pretty good answer?"

Mr. Shonts left for New York to-night on the Knickerbocker dinner. In his address he said in part:

The present commission, during its first visit to the Isthmus in July, 1905, decided that a considerable period must be devoted to preparation before the actual construction could be carried forward. A form of government must be devised and put into operation in order to maintain law and order. In other words, we had to create a State.

The sanitation of the Isthmus must be accomplished as thoroughly as possible in order that it might be a healthful place in which to work. Quarters must be erected for employees and an adequate supply of wholesome food and water supply provided. A plant must be assembled with which to do the work of construction, and a railway system must be built up that would enable the railway to perform its functions as the chief instrument in such construction.

We have driven yellow fever permanently from the Isthmus. That is the supreme achievement. For fourteen months there has been no case of this terrible disease in the tropics. So far as general health conditions are concerned I can give you no stronger evidence of their favorable character than by stating the fact that among about twenty-five Americans, including children, on the Isthmus there was last year—August, September and October—not a single death from disease.

Observance of sanitary laws and regulations is compulsory and is rigidly enforced. We have a hospital system which is surpassed by none in the world and the privileges of it are not only like the blessings of salvation, free to all, but they are compulsory. Whenever an employee is discovered with too high temperature he is compelled to go to a hospital, whether he wishes or not.

I shall not weary you by telling about what we have done in building quarters for our employees and providing them with wholesome food and pure water. At Gatun, the site of the great dam, a village has sprung into existence within four months, and now the hilltop is covered with pure water and with a modern sewerage system. You will see at Culebra, built upon bluffs overlooking the great cut, a town of 8,000 inhabitants, a modern sewerage system, and an abundant supply of pure water. Nearby another town, called Empire, and a few miles this side of it is the new village of Las Casca, which six months ago existed only as a pile of lumber. In another village of similar size and character. In each of these five towns, in addition to the quarters for the employees, there are mess halls, and nearly completed, a clubhouse or recreation building. These structures, in the opinion of the Isthmian Commission, provide a front building of two stories connected with a rear building of one story. The front building, which is 135 feet by 45 feet, contains a social parker, a restaurant, a bandstand and a dining room on the first floor, and an assembly hall 67 feet by 27 feet, free from any columns to break the dancing space, on the second floor. The rear building, which is 100 feet by 25 feet, contains a double bowling alley 100 feet long, a gymnasium 52 feet long, shower baths, and over a hundred single lockers.

Authority has been given by the commission for the construction of a number of appropriate buildings to accommodate properly those who wish to attend religious services, such buildings to be available for all denominations and creeds.

Hotels and mess halls have been established along the line of the canal. All employees are afforded opportunity to obtain an abundant supply of wholesome food, cooked and uncooked, at reasonable prices. In the mess halls meals are served at the highest grade of employees at 25 cents each, and the common laborers can obtain meals at 10 cents each.

While we have been providing for the health, welfare and comfort of employees we have completed the work of the thirty-five miles of the double track contemplated for the Panama Railroad and have the remaining fifteen miles two-thirds finished. As the construction of the Panama Canal, Cristobal, which would be credit to any railway in the United States. We have virtually completed at Pedro Miguel on the Pacific side of the Culebra cut and at Las Casca on the Atlantic side two great receiving and forwarding yards, which are set as clearing houses for the dirt trains moving down from the various levels of the cut to the yards, there to be switched and forwarded over the main line of the Panama Railroad for final disposition.

As I said to you in the opening part of my address, the work of actual excavation was restricted during the creative period to merely preparatory lines in the soil, which had been done in the direction of making the dirt fly. In September, 1906, the total excavation was 20,000 cubic yards, and in October, 1906, it was 35,000 cubic yards. Altogether, the surface in the Culebra cut has been brought down sixty-five feet below the level left by the French.

In defining the policies which were formulated at the outset of the creative period I mentioned that of securing the best labor supplies to cover the cost of delivery on the Isthmus. We did this in order to place all manufacturers and producers in all parts of the world on an equal terms in regard to the shipment of goods to the Isthmus.

We have created a State. We have created a great human machine to carry on the work. We have made the Isthmus a healthy place in which to work. We have built quarters for the workers and have provided for them abundant supplies of wholesome food and pure water. We have built up a railway system adequate for the needs of canal construction, as well as commercial business. We have accumulated the plant with which to do the work. We have completed the engineering plans upon which the work is to proceed.

SHONTS HOLDS ON TO ONE PLACE.

Will Not Resign the Presidency of Panama Railroad Company Until April.

WASHINGTON, Jan. 24.—The resignation of Chairman Shonts from the Isthmian Canal Commission does not carry with it his displacement from the presidency of the Panama Railroad Company, but at the annual meeting of the board of directors in New York in April Mr. Shonts's resignation as president will be accepted and a successor will be elected, unless the railroad is placed under the direct control of the Canal Commission.

Unless Congress shows a disposition to act favorably on President Roosevelt's recommendation that the Canal Commission be made a one man affair an announcement will be made soon of the personnel of a new commission. The retirement of Mr. Shonts will make three vacancies in the commission and it was said on the best authority that the War Department today that the new members will be elected from the heads of departments in Panama—men who are working on the ground.

Col. William C. Gorgas, chief sanitary officer, will certainly be one of the new commissioners, and Jackson Smith, head of the department of labor, quarters and subsistence, will probably be another. The third will doubtless be Richard R. Rogers, general counsel, although Mr. Rogers will remain in Washington. The present members of the commission are Chief Engineer Stevens, Benjamin M. Harrod, Brig.-Gen. Haines, U. S. A., retired, and Rear Admiral Endicott, U. S. N., retired.

M. O. ALDERMAN ROBBED.

The Night Was Cold and Two Young Men Said They Would Take Him Home.

"I've been robbed, sergeant," said a man who entered the Adams street police station, Brooklyn, at 5:45 o'clock yesterday morning. "Yes, sir," I've been robbed, and not only robbed but assaulted. Look at this note."

The note showed the effect of having been in contact with some hard substance. "I'm sorry for you," said Sgt. McNulty. "Do you know who I am?" asked the man.

"Certainly," replied Sgt. McNulty. "You are the Hon. James Lawlor, member of the Board of Aldermen from this district."

"Correct you are, old man," said the speaker, "but out on the 'honorable.' Just make it plain James Lawlor. I'm not engaged at the present time on duties pertaining to my office."

James Lawlor is a Municipal Ownership Alderman. When he ran for the office he did so simply to have his name appear on the ticket. That was his distinction sufficient for him, and when he learned that he had been elected he was almost overpowered with emotion. He said "it was hard to believe."

Mr. Lawlor, who represents the Forty-sixth Aldermanic district, told Sgt. McNulty that he had left home at 8 o'clock yesterday evening and had made a number of visits. Late at night or early in the morning he began to wind his way home and had stopped in several places, the last of which was a saloon. He said he remembered two young men, maybe members of the Red Union gang, who insisted on helping him to his home. At Bridge street he was stopped by a man who said he was a detective and had made a number of visits. Late at night or early in the morning he began to wind his way home and had stopped in several places, the last of which was a saloon. He said he remembered two young men, maybe members of the Red Union gang, who insisted on helping him to his home. At Bridge street he was stopped by a man who said he was a detective and had made a number of visits.

"Well, try to get your money back," said Sgt. McNulty. "Thanks," said Mr. Lawlor as he left the station house, "but remember and out on the 'honorable,' old man."

Two hours later plain clothes men called at the Alderman's house, but it was said he had not yet appeared. Several hours later Sgt. McNulty returned to the station house and found the City Father at home and got his story consecutively and in detail. Word has gone forth that every effort must be made to recover the Alderman's \$2 and to arrest the two assailants.

TANGLE OVER CINGALESE.

Two Governments and the Rules of Their Religion Fight in the Trouble.

A troupe of sixty Cingalese men and women, brought into this country in April to look after the animals of a travelling menagerie, are stuck in Peru, Indiana. They want to get back to Ceylon without eating anything except rice cooked by a Hindu and served on brass dishes, and the problem of getting them there without violating any laws of the Mohammedan religion is perplexing the British Consul-General and the customs authorities of this city. In order to satisfy the emigration laws they have got to be out of this country by April 1.

They had later planned to sail on the steamship Swazi, which is manned largely by Cingalese, but the custom house stopped in and forbade it on the ground that the accommodations offered did not come up to the standard necessary "not to endanger their morals, health or life."

Being British subjects, they then appealed to the British Consul-General in Washington and the Treasury Department ordered the customs authorities here to make arrangements for the troupe to sail in some other steamer, on the ground that otherwise they might become a public charge. Negotiations are now under way for their sailing on the Indira some time next week.

"SILENT TOM" IS DEAD.

Worked 57 Years in Bellevue After Being Cured There of Typhus.

Thomas McElroy, 80 years old, the oldest employee of Bellevue Hospital, died early yesterday morning of pneumonia. He was a man of few words and was called "Silent Tom." He lived alone in a tower on the north wing of the hospital building.

He came to Bellevue Hospital in 1850 as a sufferer from typhus fever, having transferred all the way to this city from Orleans for treatment. He was cured, and Prof. James R. Woods, then attached to the hospital as surgeon, got him a place as a janitor in the hospital. He was a familiar character about the place and was known to many surgeons who have since become famous.

Tom was a devout Roman Catholic and seldom or never missed attending early mass in the Carmelite Church in East Twenty-eighth street. He leaves a brother, the Rev. Father McElroy of Bridgeport, Conn.

SHARP EYE ON NEW SUBWAYS.

BUILDERS WILL BE ALWAYS UNDER CITY CONTROL.

Contract Just Completed Increases City's Powers Over Builders and Operators of New Lines—Liability of Contractors Greater—Hearing to Be Held Feb. 7.

The full draft of the contract and specifications for the new subways was made public yesterday by the Rapid Transit Commission. In the light of the experience with the first underground many changes have been made.

The new contract is so worded that the contractors for the construction and operation of the new lines will be in every way subject to the control of the city authorities. The successful bidder will not be able to evade responsibility for such happenings as the Park avenue and the Forty-second street explosion, while absolute power is vested in the municipal authorities to dictate the conditions under which the new lines shall be operated.

Before this new contract is finally adopted the commission must hold a public hearing on it and the contract must be approved by the Corporation Counsel. The contract and specifications as they now stand take up 281 printed pages. The public hearing is to be held on February 7, and it is expected that bids for the Lexington avenue route will be advertised for about a week later.

The board's summary of the contract says:

The specifications provide that the tunnels are to have a height of not less than thirteen feet in the clear, and a maximum width of fifteen feet for each track, except at station curves, etc., where the width may be increased. The roof of the tunnels is generally to be as near the surface of streets as street conditions and grades will permit, but will be depressed whenever necessary to avoid great obstructions as well as where approaching the Harlem River. The roof and sides of the tunnels will be of iron or steel and masonry.

Entrances to stations will be general be placed within private property rights in which will be acquired for the purpose.

Construction is to be generally carried on by means of tunnelling or excavation under cover, except as may be otherwise specified in the contract, or in places where the board shall give express permission to construct by open excavation. In the City Hall park, Battery Park or other places under the jurisdiction of the Department of Parks, all trees injured or destroyed in the course of construction are to be replaced by the contractor under the direction and to the satisfaction of said department.

The board has included in the detailed plans for construction provisions for pipe galleries through and along the principal longitudinal streets.

The motive power is to be electricity or compressed air and it is provided that if the operating contractor fails to maintain the rolling stock at a standard demanded by the commission the board may take possession of the rolling stock.

The clause in the contract relating to the speed and frequency of trains reads:

The contractor shall run trains of two kinds, local trains and express trains. The local trains shall be run at a speed on the average of not less than 15 miles an hour, but not more than twelve miles an hour. The express trains shall be run at a speed on the average (stops at stations included) of not less than thirty miles an hour, but not more than thirty miles an hour. The contractor shall, so far as practicable, meet all reasonable requirements of the public in respect of the frequency and character of its railway service to the full limit of the capacity of the railroad. Between the hours of half past six and seven o'clock in the morning and between 5 and 6 o'clock in the morning trains shall be run by the contractor, stopping at all stations, at intervals of not more than ten minutes. Between the hours of 1 and 3 o'clock in the morning the contractor shall not run a train, stopping at all stations, at intervals of not more than 15 minutes.

The contractor shall during the term of the lease be entitled for a single fare upon the road the sum of one cent, but not more. (Although the amount of the fare is left blank it is stipulated in a footnote that the fare shall not exceed 5 cents.)

The use of the subways for advertising purposes, for the sale of traffic or occupation other than required for the operation of the railroad, is forbidden. There comes this stipulation which gives to the contractor the right to carry freight over the operation of the new subways:

If the board shall at any time be of the opinion that any additions to the rolling stock or other equipment, or any additions to changes in stations are necessary, or that additional terminal facilities are required, or that any change in the mode of operating the railroad or conducting its business is necessary in order to carry out the purposes of this lease or to promote the security, convenience and accommodation of the public, the board may give notice thereof to the contractor, and at the same time or at any future time direct the making of such additions, improvements or changes as the board may deem proper.

If the contractor shall neglect or refuse to comply with the directions contained in such notice, then (without limiting or affecting in any other remedy to which the city is or may be entitled) it is hereby agreed that any legal proceeding instituted by the board or other public authority, either for a forfeiture of this lease, or for damages, or for specific performance or otherwise to compel compliance with the obligations of the lease, the burden of proof at all stages of such proceeding shall be upon the contractor to show that such improvements or changes are unjust or unreasonable.

In case the bidder should offer for an inducement for the contract transfers to existing roads it is provided that only one fare shall be charged. The contractor has the right to carry freight over the road if the running of freight trains does not interfere with the passenger traffic.

This is the clause governing the contractor's liability.

It is the intent of this agreement that in addition to indemnifying the city against all claims for damages the contractor shall also be liable to the owners of adjacent or abutting property or of buildings or structures thereon, as to tenements or of persons in such buildings or structures, for all injuries to property or person which may be occasioned by the work of construction, even in cases where the contractor or other persons have no legal claim against the city for such injuries. It is therefore further expressly agreed, and is one of the terms and conditions upon which this contract is awarded to the contractor, that in addition to all other liability for injuries to adjacent or abutting property or to buildings or structures thereon, or for injuries to persons, the contractor shall

fully meet and duly pay the amount of any loss or damage that any such owners or other persons may suffer by reason of any physical injury to property or person occasioned by any act or omission of the contractor, or of any sub-contractor or other person employed on the work; it is clause of the contract being a separate and independent provision, dissociated from any duty resting upon the city, and having for its sole purpose the complete indemnification by the contractor of all persons of adjacent or abutting property or of buildings or structures thereon, and of all tenants of and persons in such buildings or structures, for any physical injury which may be done to their property or persons through an act or omission of the contractor or of any sub-contractor or of any other person in the course of any employment under the contractor or any sub-contractor in or upon the construction of the railroad or any part thereof.

Chief Engineer Lewis of the Board of Estimate will make a report to that body at its meeting to-day recommending the adoption of the subway loop plan to connect the Hudson River bridge with the city, however, that, in order to prevent a curve the Brooklyn route, instead of running up Broadway to Lafayette avenue and thence to Fulton street stop on Broadway at Stuyvesant avenue and make the connection through that thoroughfare with Lafayette.

GAS KILLS COL. BLAKE.

West Point Man Who Fought With Oom Paul in South Africa.

Col. Blake, who recruited the Irish Brigade in the Boer war, was found dead in his room yesterday, a victim of gas poisoning. He lived in boarding house kept by Mrs. Catherine Cunningham at 27 West 123rd street. There was every indication that the death was accidental. He was fully dressed and apparently had been reading. His arms were in a rigid position as if holding the newspaper found at his feet. The hose connecting the gas stove in the room was detached and was turned on full.

Col. Blake might very aptly be termed a soldier of fortune. He was graduated from West Point in 1881. He was a member of the Irish Brigade in the Boer war. He was a friend of Oom Paul Kruger, and the latter called him into many conferences, especially in regard to the military situation in South Africa. After the war he remained in South Africa until he had raised enough money to bring a good part of his brigade back to America.

Col. Blake was also a lifelong friend of Major Rudolf Fitzpatrick of this city, who served in the civil war. Col. Blake was 50 years old.

Dr. Brannon, president of the board of trustees of Bellevue and Allied Hospitals, said that Col. Blake had been removed to the undertaking establishment of Patrick McElroy at 217 Eighth avenue, where it had been until Col. Blake's brother, who is in Grand Rapids, Mich., is heard from.

Coroner Shradley, after an investigation of the case, said he thought that he believed it to have been accidental.

Of the sights which every where greets the traveler's eye in this country is thousands of sawmills, greedily chewing up our forest wealth. The number of these is so great that the State is found to be consuming 45,000,000 feet of lumber each year. This does not take into account the damage that is done to timber and undergrowth by forest fires. When this loss is added to that being cut for domestic use for export, for telegraph and telephone poles, for cross ties and fuel, and for timbers to be used in mining operations, it is estimated that our national supply of timber can hardly last more than twenty years.

While the loss of life from railroad disasters in the United States is a great one, statistics show that only one person out of every two million who are carried is killed by accident. The Missouri, Kansas and Texas to be the one of the record for safety, it having never killed a passenger since one of its coaches in thirty years. The United States already has nearly half of the mileage in the world, and in six months of last year 2,238 million miles was laid. The fact that we use 84,000,000 railroad ties in twelve months shows where a large part of our timber supply is going.

The railroad in the United States is a thing which there is indisputable record is that built by Thomas Deiper at his stone quarry in Delaware county, Pa. This was in 185, and it is possible that Sullivan Whitney's track on Beacon street in Boston was laid two years earlier than this.

The highest percentage of rented houses in the United States is found in Washington, D. C. Three-fourths of the private families in that city live in rented homes. The statistics of the District of Columbia show that the percentage of rented homes is 85 percent, and after that South Carolina. The Southern States all rank high as to the percentage of rented homes. The smallest percentage of rented homes is found in North Dakota, South Dakota and Oklahoma.

More than half Americans have been "running over" to Europe to see mountains which, compared with the Rockies, are like a side show to a circus. In Colorado alone there are 15,000 peaks that are more than 10,000 feet high, which are more than there are in all of Europe. High peaks are so numerous in that State that there are seventy-two which have never been named.

Irrigation is doing wonders for the West. The farmer who irrigates doesn't have to wait for rain—he has water turns on the moisture whenever he needs it. An authority who is familiar with the subject estimates that there is enough unsettled land in what is known as the Pacific Coast States, counting from Colorado West, to make homes for as many people as now live in the United States.

Although he is "continually" disposing of large tracts of land, Uncle Sam still has much territory on his hands. Last year he disposed of nearly twenty million acres at the rate of thirty-nine cents an acre. Experts say that in the course of time he will begin to reclaim the swamps as well as desert lands, and when all these schemes for reclamation get under way no one can say how many more millions of people can be accommodated.

BLACKCHAFFER VERY GUILTY.

Jury Attempted to Convict Mrs. Martino's Accuser of Many Things.

A jury in General Sessions was so incensed yesterday by the evidence brought out against Joseph E. Page, a flashy, young automobile driver, who was tried on the charge of having attempted to rob Mrs. Theresa Martino of 202 West 140th street, that it wanted to convict him of three charges—robbery in the first degree, grand larceny in the second degree and assault in the first degree. The jury finally compromised on robbery in the second degree, which Page may get ten years.

Page is the negro who made scandalous charges against Mrs. Martino in the police court after his arrest. He denied yesterday that he had given any such testimony, but the stenographer of the police court identified the minutes and swore that Page gave the testimony.

After the jury had been out for a few minutes word came from the foreman to Judge Crain, before whom the case was being tried, asking if the jury could convict on all three counts. Judge Crain sent back word that the jury could convict "as charged in the indictment," which it promptly did. This means that Page will be sentenced on the robbery charge.

ODD PLACES IN OUR COUNTRY.

A TOWN WHERE HOT WATER IS ON TAP FOR ALL.

And a State Across Which No Railroad Yet Runs—Tollgate Wagon Roads Not Yet Abolished—Only One in 2,000,000 Travellers Killed, but That is Many.

Boise, Idaho, is the only place in the world where the streets are sprinkled with hot water. The city and county buildings are heated during cold weather without the use of a fire and subsurface to the city water works system get hot water all the time without the expense of stoves. This has been accomplished by harnessing an inexhaustible hot spring and the novel plan works perfectly.

Jackson county, Ky., is famed for family feuds, but has other claims for mention. It has a population of 10,000, yet there is not a single negro voter, nor a citizen of foreign birth. It has no ex-Confederates within its borders, no saloons, no registered distilleries and no work-houses. Further than this, no citizen within its domains ever locks his house.

They do things on a wholesale scale out in California. The traveler down the coast from San Francisco to Los Angeles rides through thirty-five miles of growing beans. A tract of 3,000 acres is owned by one man. A "bean ranch" may sound rather odd, but that is what it amounts to. The annual bean crop of California amounts to 600 carloads.

The announcement that several railroads are extending their branches across South Dakota calls attention to the fact that it is the only State in the Union that has never had a State wide railroad. The Indians first objected to having them cross their reservations, and then when their consent was finally gained the promoters were dilatory about putting the lines through. The new roads will tap a fertile farm region that will greatly add to the wealth of the Northwest.

The most productive sulphur mine in the world is in Louisiana. It is the southernmost part of Louisiana, a few miles from the Sabine River. The sulphur is 99.5 per cent pure. The daily output is from 750 to 800 tons, and the year's crop of production is only \$2.50 a ton, while the selling price is \$25.00 per ton.

A few wagon roads in the United States still maintain the tollgate system. One is in the Shenandoah Valley in Virginia. This pike runs for ninety-four miles through the heart of western Virginia from Winchester to Staunton. It is operated by the Valley Turnpike Company and has eighteen tollgates located at intervals of five miles. The toll for a wagon and team is ten cents at the toll gates and five cents at the half gates. The Three Chop road is another old Virginia highway that is still operated under the tollgate system. This primitive highway was surveyed by Lafayette and got the name it now bears because the woodmen were told to chop three times on trees in blazing the trail.

The railroad bridges at Pittsburgh handle more traffic than those of any other city in this country. The structure over the Monongahela in that city is the finest and largest on the continent. The entrance of the Wabash Railroad into Pittsburgh was so difficult that inside of sixty miles to build a bridge of over a billion dollars. The great million dollar terminal at Pittsburgh stands within the limits of old Fort Duquesne. It is also on the site of the old city of Fort Duquesne, where in 1774 fought much difficulty in disposing of hundreds of acres in the locality at \$50 each.

Of the sights which every where greets the traveler's eye in this country is thousands of sawmills, greedily chewing up our forest wealth. The number of these is so great that the State is found to be consuming 45,000,000 feet of lumber each year. This does not take into account the damage that is done to timber and undergrowth by forest fires. When this loss is added to that being cut for domestic use for export, for telegraph and telephone poles, for cross ties and fuel, and for timbers to be used in mining operations, it is estimated that our national supply of timber can hardly last more than twenty years.

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SEPARATED FROM HIS JEWELS.

Maurice Morrison Thought He Had an Inalienable Right to Wear 'Em In.

Maurice Morrison, who acts for Mr. Conrad at the Irving Place Theatre and who arrived here yesterday afternoon on the steamship Deutschland, was the victim of an accident that led to his being searched on the dock. Two rings and two pins were taken from him, but he was told by the customs authorities that they were not seized and that in all probability he would get them back after the Collector had passed on the case. Mr. Morrison was very much worried until he got a receipt. Mr. Morrison said the customs inspectors told him that he was a citizen of the United States and he did not think that it was necessary for him to declare as dutiable the jewelry which he had purchased on the other side of the water.

Each year the Kaiser sends to America a number of his officers who come to study the country. On the steamer Deutschland yesterday there came Major von Busse, from Koenigsberg; Herr Legationstrat Breiter, from Berlin; Baron Hilmar von Ende, vice-president of the Ober-Rechnungskammer; Herr Rittmeister von Lossberg, from Posen; and Major von Olaszewski from Frankfurt on the Oder. The expenses of the officers are paid out of the private fund of the Kaiser and all of them are selected by him.

MAY SEIZE TRUST PIPE LINES.

Bill Introduced in Kansas to Authorize State to Relieve Independent Producers.

TOPEKA, Kan., Jan. 24.—The pipe line of the Standard Oil Company in Kansas may be seized by the State for the transportation of independent oil if the Legislature passes a bill introduced in the Senate this morning by B. M. Porter.

The bill authorizes the Governor of the State to appropriate the use of any pipe line in the State on application of ten independent producers and require the owner of the line to transport oil at rates to be fixed by the State.

The bill is an unexpected move of the independent producers in their fight on the Standard.

All the important pipe lines in Kansas are owned by the Prairie Oil and Gas Company, which is a really the Standard Oil Company. It has three pipe lines, clear across the State from Oklahoma to Kansas City. The Standard will not transport any oil except that belonging to itself.

Former Chief Justice Dister drew the bill.

With a great part of Winter still before you it's wise to accept the benefits of our sale of overcoats at 25% discount from the regular marked prices.

Involved are fur-lined and silk-lined overcoats, heavy-weights, medium and light-weights, and rain coats.

Three Broadway Stores: At 13th St. At Canal St. Near Chambers St.

Hackett, Carhart & Co.

ART SALES AND EXHIBITIONS. ART SALES AND EXHIBITIONS.

To-Night at 8:30 At Mendelssohn Hall (Fortieth Street, East of Broadway)

(Doors open at 8. Admission by card, to be had free of the managers)

The H. S. Henry Collection, BEAUTIFUL MASTERPIECES, By

"The Men of 1830"

ON VIEW TO-DAY 9 A. M. TO 3 P. M. AT THE AMERICAN ART GALLERIES, MADISON SQUARE SOUTH.

The Sale will be Conducted by Mr. Thomas E. Kirby of

The American Art Association, Managers, 6 East 23d Street, Madison Square South.

SAVED BY PORTLAND BOAT. INTER-MET AND MADDOO TUNNELS

Manhattan Picks Six Men Off a Boatload of Graves.

Capt. Hardy and his crew of five men from the schooner Fishman, rescued at sea off Portland, Me., Tuesday night by the steamship Manhattan of the Maine Steamship Company, were landed here yesterday and left in the afternoon for Stonington, Me. The crew of the schooner's men off the waterlogged vessel because of the heavy seas that were running at the time.

The Fishman sailed on Tuesday from Stonington with 210 tons of stone for graves, and ran into a heavy southeast gale, in which the boat's seams opened. All hands went to the pumps. At midnight the lights of the Manhattan were seen. Fearing that the steamer would not see their rockets, the crew took off their reefers, plied them on the deck, and after pouring kerosene over them then on fire. The blazes attracted the attention of the steamer's lookout.

The Manhattan had passed the schooner, but put about and went to windward of the Fishman. First Officer Parker and five of the crew manned a lifeboat. It took them nearly an hour to get the men from the schooner into the boat and half an hour more to get them on the steamer. Capt. Hardy said that all hands would have gone down with the schooner had the Manhattan been half an hour later.

The Fishman was a vessel of 165 tons and was built at Stonington seven years ago. It is not doubted that she went down after she was abandoned.

POLICEMAN BURR EXONERATED. Testimony That He Acted in Self-Defense When He